HONDA ServiceNews August 2005

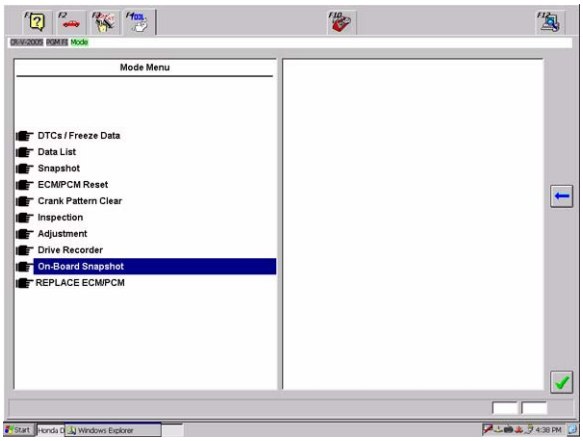
Troubleshooting a Stalling Engine? (Use HDS to change On-Board Snapshot Trigger to Engine Stall)

NOTE: This article applies to '03–05 Accords, '05 CR-Vs, '03–05 Elements, '05 Odysseys, and '06 Ridgelines.

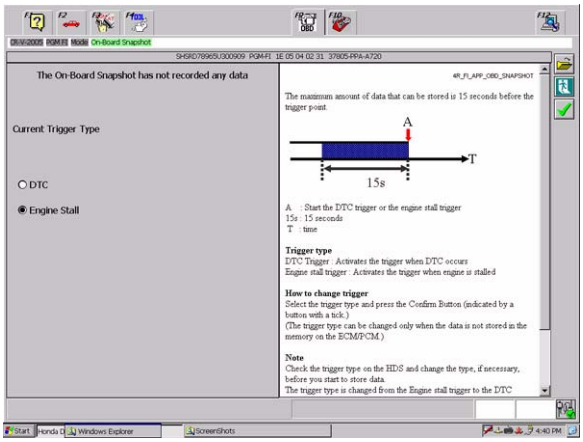
The On-Board Snapshot feature of the HDS can make troubleshooting a stalling engine a snap.

To troubleshoot a stalling engine, you need to first change the trigger type from **DTC** to **Engine stall**. Here's how:

1. Make sure the HDS software is version 1.008.016 or later.
2. Connect the HDS to the 16P data link connector (DLC). Turn the ignition switch to ON (II). Turn on the HDS.
3. At the screen prompts, enter the VIN (if you're asked) and the odometer reading.
4. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **PGM FI**.
5. From the **Mode Menu**, select **On-Board Snapshot**. If the ECM/PCM has data from a earlier DTC, the HDS will download and store it. After the download is finished, you can then change the trigger type.



6. Change the trigger type from **DTC** to **Engine stall**.

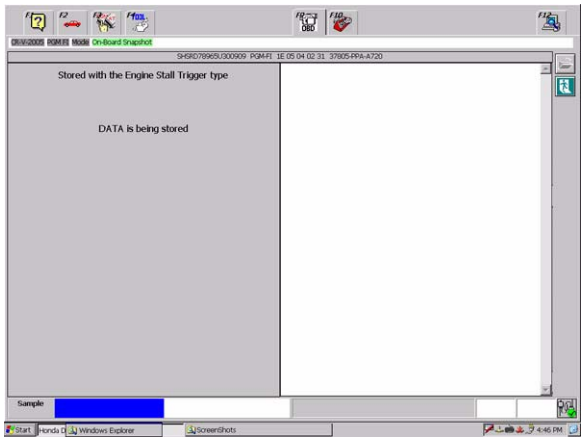


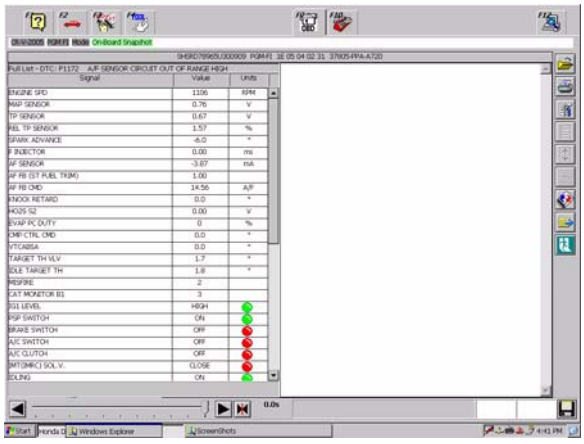
7. Turn off and disconnect the HDS.

Test-drive the vehicle until the engine stalls. If your customer is the only one who can get the engine to stall, have him or her drive the vehicle and bring it back to your shop as soon as it does. The ECM/PCM will capture and store the engine parameters for up to **15 seconds** before the engine stalled.

To download the snapshot data to the HDS, follow these steps:

1. Connect the HDS to the 16P DLC. Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN (if you're asked) and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **PGM FI**.
4. From the **Mode Menu**, select **On-Board Snapshot**. The HDS automatically downloads the data stored in the ECM/PCM and shows it on the display screen:





Once you get your snapshot data, you can send it to Tech Line for analysis. See the article "Sending HDS Snapshots to Tech Line" in the October '04 issue of *ServiceNews* for the how-to's.

Alternator Short Can Cause DTCs and Blown No. 6 Fuse

NOTE: This article applies to '98–02 Accord L4s.

A short to ground in the BLK/YEL alternator wire could cause the ECM/PCM to set certain DTCs and intermittently blow the No. 6 (15A) fuse in the driver's under-dash fuse/relay box.

Which DTCs set depends on whether the vehicle is a ULEV or not. Here's the low-down:

ULEV Models

- DTC P0141 [secondary heated oxygen sensor (secondary HO2S) (sensor 2) heater circuit malfunction]
- DTC P1166 (air fuel ratio (A/F) sensor (sensor 1) heater circuit malfunction]
- DTC P1167 [air fuel ratio (A/F) sensor (sensor 1) heater system malfunction]
- DTC P1298 [electrical load detector (ELD) circuit high voltage]
- *A/T models only:* A/T DTC P1768 (problem in the A/T clutch pressure control solenoid valve A circuit)

Non-ULEV Models

- DTC P0135 [primary heated oxygen sensor (primary HO2S) (sensor 1) heater circuit malfunction]
- DTC P0141 [secondary heated oxygen sensor (secondary HO2S) (sensor 2) heater circuit malfunction]
- DTC P1298 [electrical load detector (ELD) circuit high voltage]
- *A/T models only:* A/T DTC P0753 (problem in shift solenoid valve A circuit)
- *A/T models only:* A/T DTC P1753 (problem in torque converter clutch solenoid valve circuit)

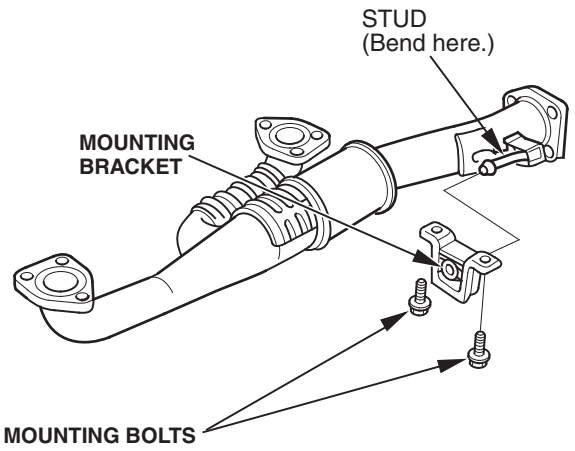
To fix this problem, you need to repair the damaged wire insulation and replace the blown No. 6 fuse.

1st to 2nd Upshift Shudder, Judder, Vibration at 2K rpm

Got a '03–05 Accord V6 in your shop that shudders or judders when upshifting from 1st to 2nd gear or vibrates when the engine is idling or running at 2,000 rpm? A deformed or damaged exhaust pipe A mounting bracket could be the culprit.

To fix the mounting bracket, do this:

1. Remove the two 8 mm mounting bolts.



2. Inspect the rubber mount for cracks. If the mount is cracked, replace it.
3. Slip the mount over the stud that's welded to exhaust pipe A, and check the clearance between the mount and the engine cradle. If there's a gap, bend the stud upward until the rubber mount fits with no preload in any direction.
4. Reinstall the mounting bolts. Torque the bolts to **22 N·m (16 lb-ft)**.
5. Test-drive the vehicle to make sure the problem is fixed.

Drift or Pull to Right on Hard Acceleration

If you've got an '05 CR-V that drifts or pulls to the right on hard acceleration, do the procedure in S/B 05-022, *Vehicle Drifts or Pulls to the Right.*

When you align the wheels, set the front toe to **2 mm** toe-in and minimize cross camber. If you still wind up with the problem, throw on a set of known-good tires (Bridgestone or BF Goodrich).

Tick or Creak from the B-Pillar While Driving

A misadjusted power sliding door front striker or top roller can cause a tick or creak from the B-pillar of an '05 Odyssey when accelerating, entering driveways, or going over rough roads. Use the appropriate procedure to isolate and get rid of the noise

Front Striker. To isolate front striker noise, mark the front striker's position, then remove the striker. Close the power sliding door, and test-drive the vehicle. If the noise goes away without the striker, reinstall the striker, making sure it's carefully centered so it doesn't touch the latch. If the noise is still there, look for other possible causes.

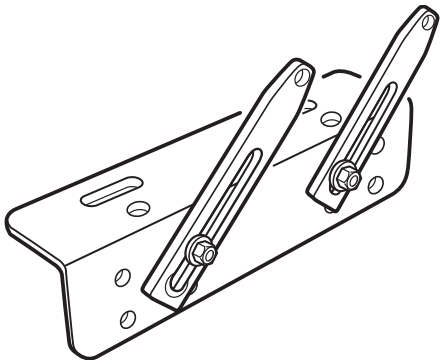
Top Roller. Remove a top roller shim, and test-drive the vehicle. If the noise goes away, leave out that shim, and return the vehicle to your customer. If the noise is still there, remove another shim, and test-drive the vehicle again. Keep doing this until the noise is gone.

Grinding or Growling When Braking at Low Speeds

Got an '05 Odyssey owner complaining of a grinding or growling from the front brakes when pressing the brake pedal with moderate to hard pressure at low speeds? Blame it on the brake pad friction material. Watch for the announcement of an improved brake pad friction material in an upcoming S/B.

Be Smart! *Always* Use the Transmission Adapter

In the June '05 issue of *ServiceNews,* we gave you a complete list of tools and equipment you need to replace Honda A/Ts (see the article "Required Special Tools and Equipment for A/T Replacement"). Here's something we really need to emphasize: *Always* use the transmission adapter T/N VSB02C000012. This piece of hardware securely holds the A/T to the transmission jack. If you don't use it, and the A/T falls off the jack and gets dinged, your dealership will get dinged a **$1,000** core loss charge. Ouch!



Use Worm-Style Clamps With the ATF Cooler Cleaner

The spring-style clamps used on the ATF cooler lines are made to hold the cooler lines to the ATF cooler under normal operating conditions. The ATF Cooler Cleaner (P/N GHTTTCF6H) uses high pressure (**100 psi**) to do its job. With the pump motor running, the spring-style clamps can walk off or disconnect, and you'll wind up with a real mess to clean up in your shop.

In March of this year, we sent each Honda dealership a pair of high-quality worm-style clamps to replace the original spring-style clamps. These clamps were part of a cooler cleaner update kit, and securely hold the cooler line in place. They've got a blue cap for easy identification. Need some more? Just call G-TEC, Inc. at **417-725-6400**.

Flat-Towing Behind a Motorhome

Need to flat-tow a '05 or '06 model year vehicle behind a motorhome? Here's some important info to keep in mind when you do.

Not all Honda models are approved for flat-towing. Models are approved only after going through extensive testing by our R & D folks. Here are the models currently approved. Additional models might be added.

'05 Models

- Accord (except Accord Hybrid)
- Civic (except Civic Hybrid)
- CR-V
- Element
- Pilot

'06 Models

- CR-V
- Pilot

For info on flat-towing '05 and earlier model year vehicles, refer to the appropriate O/M. If you can't find any instructions in the O/M, then call Honda Automobile Customer Service at **800-999-1009**. They'll provide a letter with towing instructions only for '05 and earlier model year vehicles.

For info on flat-towing '06 model year vehicles, refer to the appropriate O/M. Towing instructions for unapproved vehicles aren't available from Honda Automobile Customer Service.

Look for Fuses in Glove Box Instead of Coin Box

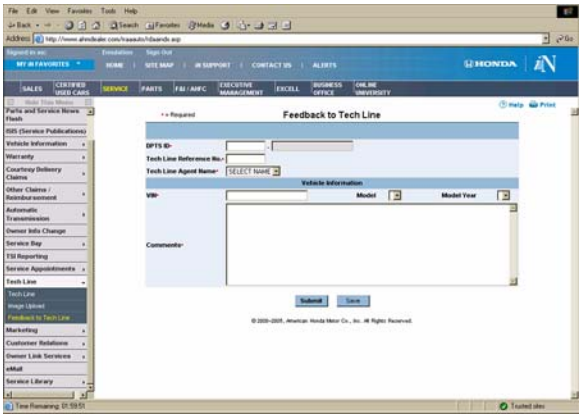
To keep the battery from draining during vehicle shipment, some fuses are pulled from the under-hood fuse/relay box and stored in the coin box. Over the next few months, each of the factories will change the storage location from the coin box to the glove box. All PDI-related S/Bs will also be updated to reflect this change.

New Way to Send Feedback to Tech Line

Starting September 9th, you won't have **Tech Line problem resolution** as a category choice when using ISIS Feedback. It's history.

A new feedback feature has been added to the **Tech Line** menu in the *i*N just for reporting vehicle fixes. It lets you send feedback directly to Tech Line without going through ISIS. You need to start using this new feature. Here's how:

1. From the *i*N main menu, click on **SERVICE**.



2. Click on **Tech Line**.
3. Click on **Feedback to Tech Line**.
4. Enter your DPTS number, the Tech Line reference number, the VIN, and the name of the last Tech Line specialist you talked with.
5. Click on **Submit**. Your feedback will be sent to the Tech Line Specialist e-mail in-box.

All feedback responses are added to the Tech Line database so the next caller gets a repair procedure improved by your feedback.

Reporting your vehicle fixes to Tech Line also helps improve product quality. Tech Line info gets reviewed every day and acts as an early warning of potential quality issues.

Remember to Initialize to Avoid Problems

Honda models are coming out with more and more systems that need some kind of initialization procedure done if power is removed or the battery is disconnected. Doing the idle learn and CKP pattern learn for the ECM/PCM, resetting the power window control unit, and initializing the OPDS unit are some familiar examples of these procedures.

We can't emphasize enough how important it is to do the appropriate initialization procedure. If you don't, you could wind up doing a lot of wasted troubleshooting and repair.

The repair procedures in Honda service publications are written with the appropriate initialization steps. Just follow the procedure steps to the letter, and you can't go wrong.

AUTOMOTIVE Youth Educational Systems YES ®

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